(iii) The deployment of funds on the above basis will be relatable to the deposit available with the company on 30-6-1984 and at the end of each of the subsequent quarters 30-6-1984, 30-9-1984 and so on.

(iv) The minimum interest payable on the deposits should be seven per cent per annum compounded annually.

2. The following cases have been exempted from the purview of these guidelines: —

(a) Where complete deposits by a manufacturing unit do not exceed Rs. 10 lakhs at any time.

(b) where waiting list does not exceed 6 months production as also deposits do not exceed Rs. 50 lakhs.

3. The Ministry has been receiving frequent complaints that automobile manufacturers, at times, do not make prompt refund of deposits taken against booking of vehicle. While it is appreciated that some cases may be due to incomplete derails furnished by the consumers there could be other cases attributable to procedural de lays. It would be appreciated if ma nufacturers take steps to arrange ear ly refund of deposits as and when ap proached in order to avoid complaints.

4. The Government trusts that auto mobile manufacturers will take suita ble steps for implementation of these guidelines with immediate effect. The position of deposits and their deploy ment may kindly be reported to the Department of Heavy Industry every quarter i. e. 30. 6. 1984, 30. 9. 1984 and so on.

Production of Crude Oil

196. SHRI MAHENDRA PRASAD: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that the total production of crude oil in the halt year ending September, 1987 was over 20 per cent more than the planned target;

(b) if so, what was the actual production and the target fixed for the same; and

(c) what factors contributed to the higher production and what is the likely production during the whole year against the target fixed for the purpose?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHM DUTT). (a) to (c) No, Sir. Production of crude oil during first six months of the current year was 15. 18 million tonnes as against 14. 86 million tonnes of planned, target. The target for crude production for current year is 30. 45 million tonnes which is expected to be achieved.

Repairing of damaged offshore drilling Rig

197. SHRl RAM AWADHESH SINGH:
SHRI CHANDRIKA PRASAD TRIPATHI:
SHRI D. B. CHANDRE GOWDA;
SHRI RAM NARESH KUSH-AWAHA;
SHRl V. NARAYANASAMY:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state;

(a) whether it is a fact that the ONGC has spent more than Rs. 20 crore in foreign exchange for repairing one of its damaged offshore drilling rigs (Sagar Pragati) and that, as replacement, an amount of 24, 000 dollars was paid daily as$_s$ hire charges for a jack rig;

(b) if so, what are the details in this regard and what amount has been spent by Government on repairs, etc.; and

(c) whether Government have at any level, scrutinised the costly repairs that have been carried out and the hiring of a jack rig; if so, what is the outcome thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHM DUTT): (a) to (c) An expenditure of US $ 16, 736, 291 in all has been incurred in connection with repairs to the rig "Sagar Pragati". Details in this regard are given in the Statement (See below).

The average rate for charter hire of a similar jack up rig during the period the rig Sagar Pragati was immobilised varied from about US $ 16, 000 to US $ 18. 000 per day.

Initially the need for repairs to this rig arose due to cracks noticed on its legs during inspection. Subsequently, the rig suffered damages during its voyage from Bombay to Dubai, and then from Dubai to Japan due to cyclones.

ONGC has already received an amount of $ 7. 547 million against insurance; its further claim for $ 9. 847 million against insurance is under consideration.

Statement

Details of expenditure in connection with repairs to the rig 'SAGAR PRAGATI'.

S. No.	Name of the Party	Purpose	Amount (in USS)
1.	M/s. N. D. A.....	. Towing	185, 546
2.	M/s. SELCO SALVAGE.	. For TUG	381, 426
3.	M/s. DERMOTT INT.	. Leg removal	452 000
4.	M/s. ABS. . . .	. Damage/Survey & Inspection/supervision during repairs & modification.	50, 898
5.	M/s. INT. MARINE SERVICES	. ANCHOR handling	16, 484
6.	M/s. DUBAI DRYDOCKS	. Repairs & Modification	2, 451, 561
7.	M/s. OSVs. . . .	Standby & towing	975, 938
8.	Offices & staff deputed in Dubai.. Maintenance, repair, discussions etc.		383, 200
9.	M/s. HITACHI ZOSEN.	. Contract for Leg	10; 800, 000
	M/s. HITACHI	. Change orders less credit	590, 000
10,	Officers deputed in Japan	Maintenance, repairs, discussions.	449, 238
		TOTAL $	16, 736, 291